

ORDINANCE _____

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2005 Comprehensive Plan annual amendment process.

WHEREAS, the City Council adopted procedures in Resolution 30261, as amended by Resolution 30412, for amending the Comprehensive Plan, consistent with the requirements for amendment prescribed by the Growth Management Act, RCW 36.70A; and

WHEREAS, the City Council adopted Resolution 30730 and Resolution 30662 directing that certain Comprehensive Plan amendments be considered in the 2005 Comprehensive Plan Amendment process; and

WHEREAS, pursuant to Council Resolution 30412 establishing procedures for amendment of the Comprehensive Plan, a number of proposals for Plan amendments were submitted for Council consideration, both from within the City and from the public; and

WHEREAS, the Mayor reviewed proposed amendments and made recommendations in a report to the City Council dated March 31, 2005 as to which proposals to further consider and review during 2005; and

WHEREAS, on May 2, 2005, the City Council considered these proposed Comprehensive Plan amendments and adopted Council Resolution 30766, directing that City staff further review and analyze certain proposed amendments ; and

WHEREAS, these proposed amendments have been reviewed and analyzed by the Department of Planning and Development and considered by the Council; and

WHEREAS, Resolution 30238 establishes a process and criteria for amending neighborhood plans, and encourages citizens who propose an amendment to a neighborhood plan to undertake public outreach with the affected community and demonstrate community support, and the City Council encourages all proponents to do the same; and

WHEREAS, the City has provided for public participation in the development and review of these proposed amendments; and

WHEREAS, the Council has reviewed and considered the Executive's report and recommendations, public testimony made at the public hearing, and other pertinent material regarding the proposed amendments; and

WHEREAS, the Council finds that the amendments to be adopted are consistent with the Growth Management Act, and will protect and promote the health, safety and welfare of the general public; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Comprehensive Plan, as last amended by Ordinance 121701, is amended as follows:

A. The Land Use Element is amended to reflect desired changes in development regulations for Commercial zones for a more consistent application of maximum size-of-use limits, as shown in Attachment 1 to this ordinance.

B. The Neighborhood Planning Element is amended to add goals and policies for Downtown, resulting from a review of potential changes to the Chapter 23.49 SMC, as shown in Attachment 2 to this ordinance

C. The Neighborhood Planning Element is amended to add goals and policies for South Wallingford, as shown in Attachment 3 to this ordinance.

D. The Urban Village Element and Urban Village Figure 1 are amended to incorporate areas surrounding the Henderson Street Sound Transit station into the Rainier Beach residential Urban Village, as shown in Attachment 4 to this ordinance.

E. The Urban Village Element is amended to incorporate objective criteria from Council Resolution 29232 for evaluating urban village designations, as shown in Attachment 5 to this ordinance.

F. The Transportation Element is amended to clarify the relationship of the Transportation Strategic Plan to the Comprehensive Plan, and to describe street types and street classifications, as shown in Attachment 6 to this ordinance.

G. The Environmental Element is amended to add new language regarding control of litter and graffiti, as shown in Attachment 7 to this ordinance.

H. Appendix A to the Urban Village Element is amended to correct minor errors, as shown on Attachment 8 to this ordinance.

Section 2. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2005, and signed by me in open session in authentication of its passage this ____ day of _____, 2005.

President _____ of the City Council

Approved by me this ____ day of _____, 2005.

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2005.

City Clerk

(Seal)

Attachments:

Attachment 1: Land Use Element Amendments

Attachment 2: Neighborhood Planning Element Amendments, Downtown

Attachment 3: Neighborhood Planning Element Amendments, South Wallingford

Attachment 4: Urban Village Element Amendments for Rainier Beach

Attachment 5: Urban Village Element Amendments incorporating objective criteria for urban village designations

Attachment 6: Transportation Element Amendments

Attachment 7: Environmental Element Amendments

Attachment 8: Corrections to Urban Village Appendix A

Attachment 9: Amendments to Urban Village Appendix B

Attachment 1

Policy LU109

Consider limits on the size of specific uses in commercial areas when those limits would:

- Help ensure that the scale of uses is compatible with the character and function of the commercial area;
- Encourage uses likely to draw significant traffic to an area to locate where traffic impacts can best be handled;
- Promote compatible land use and transportation patterns; and
- Foster healthy commercial development.

~~((Allow the limited expansion of existing businesses beyond established size limits in order to support the existing character and functions of the city's businesses and business districts.))~~

Attachment 2

DT-G10 Seek to significantly expand housing opportunities in downtown Seattle for people of all income levels with the objectives of:

1. accommodating ~~((approximately 26,000))~~ households growth ~~((by the year 2014))~~;
2. at a minimum, maintaining the existing number of occupied low income units; and
3. developing a significant supply of affordable housing opportunities in balance with the market resulting from the growth in downtown employment. Allow housing in all areas of the Downtown Urban Center except over water and in industrial areas, where residential use conflicts with the primary function of these areas. Target public resources and private development incentives, such as density regulations and development standards that encourage housing, to promote the amount and type of housing development necessary to achieve downtown neighborhood housing goals. Address, in part, the impact of high-density commercial development on the downtown housing supply by allowing increased development density through voluntary agreements to produce and/or preserve housing through cash contributions, floor area bonuses or the transfer of development rights.

DT-LUP10 Allow voluntary agreements to earn floor area increases above the base ~~((FAR))~~ density in certain downtown zones. Consider allowing such options as:

1. providing low-income housing ~~((and child care facilities in appropriate proportions to qualify for added floor area,~~
- 2.)) providing child care facilities
3. making payments to the City to fund such facilities,
4. providing certain amenity features, combined with the use of options 1

and 2 or with the use of TDRs, or both.

- Consider allowing bonus floor area for certain amenity features, such as open space, on or near the development site that directly benefit both the public and the project by serving the increased ((~~employ~~)) density allowed.

Some facilities and amenity features that may be eligible for bonuses are identified under the following Policies:

1. Policy HO 3: Housing Bonus Program
2. Policy OS 5: Open Space Bonus Amenity Features
3. Policy HS 1: Child Care Bonus

- If bonus cash contributions are provided, they should be used to address impacts associated with increased density downtown, such as impacts on housing resources and child care.

Amount of Benefits for Floor Area Increases. The nature and quantity of housing and child care facilities or contributions for such facilities under voluntary agreements, in relation to the additional floor area allowed, should generally reflect a portion of what is necessary to mitigate the impacts of increased development and the cost to provide these facilities. Facilities provided for bonuses are not expected to fully mitigate such impacts.

Additional types of facilities or amenity features may be added to address future needs, and existing types of facilities or features may be no longer be eligible for bonuses, based on changing assessments of impacts, needs, capacity, and public priorities.

Special Criteria. Because of their complexity and the need to adapt them to special circumstances, subject certain bonus features to special criteria and review by the Director of DPD. Include among bonus features subject to special criteria urban plazas, transit station access, and public atriums.

DT-HP3 Address the demand for housing generated by downtown ~~((employment))~~ growth that is not being met by the private market, and help offset the pressure of downtown growth on existing affordable housing resources, through provisions to encourage the development of affordable housing, especially for households with incomes between 0% and 80% of the median income for the region. To this end, within downtown office, retail, mixed use commercial, and mixed use residential areas with established base and maximum ~~((commercial))~~ density limits, generally allow bonus floor area conditioned upon a voluntary agreement for the provision of lower income housing or a payment to a fund for that purpose. To further downtown housing goals, limit housing developed through the bonus program to areas permitting housing within the boundaries of the Downtown Urban Center, except that additional areas may be included if such an expansion of the program would be consistent with the goals of both the Downtown Urban Center Plan and the adopted policies of other relevant neighborhood plans. ~~((Housing bonus credit))~~ Density bonuses shall not be granted for any housing developed within the Pike Market Mixed zone, where other mechanisms are available to achieve the housing objectives of this land use district.

Require ~~((for))~~ that housing provided for density bonuses ~~((credit to))~~ serve a range of lower-income households, particularly those with incomes ~~((levels up to))~~ below 80% of median income, based on ~~((a percentage of))~~ the estimated additional needs resulting from new commercial or residential development. Take into account, in determining the amount of housing to be provided, the value of the increased development potential in

1 relation to the cost to the developer, and the extent to which use of bonus floor area is
2 desirable in light of the City's planning goals. Review bonus provisions for housing
3 periodically to consider changes in impacts on housing need, land prices, housing
4 production costs, progress towards planning goals, and other factors.

5
6 **DT-TP1** Recognize the critical role that high capacity transit corridors play, including the transit
7 tunnel, in supporting the distribution of development density and the movement of goods
8 and people within and through downtown. Seek to improve the system, through actions
9 by the City, with Sound Transit and ~~((the))~~ King County Metro ~~((Department of~~
10 ~~Transportation))~~ Transit ~~((Division))~~, and other transit agencies that:

- 11
12 1. provide capacity to meet forecast transit growth ~~((through the year 2014))~~;
13 2. reduce travel time by transit;
14 3. reduce transit rider crowding on sidewalks;
15 4. reduce diesel bus noise and odor; and
16 5. provide an attractive and pleasant street environment for the pedestrian and transit
17 rider.

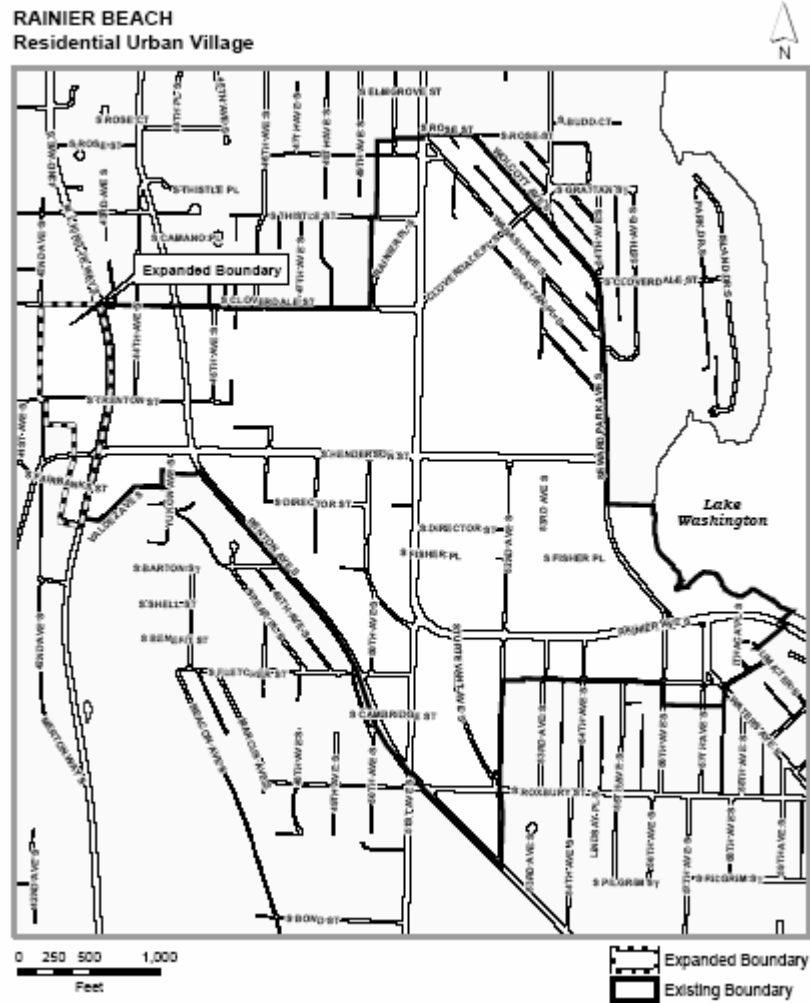
18
19 **DT-TP13** Maintain ~~((minimum and))~~ maximum parking requirements to ~~((mitigate the~~
20 ~~transportation impacts of new non-residential development while))~~ restrict~~((ing))~~ the
21 supply of available long-term parking and to encourage use of alternatives to commuting
22 by auto. Favor short-term parking to meet shopper and visitor needs over long-term
23 parking. Exempt residential use from parking requirements within downtown where
24 residents can walk or have convenient transit access to work and services, in order to
25 promote affordable housing and reduce auto dependency

Attachment 3

South Wallingford Neighborhood Plan Goals and Policies, (New policies)

- W-P4** Use Wallingford Neighborhood Design Guidelines for reviewing commercial and multi-family development to encourage design that is consistent with the neighborhood's character, while maintaining and promoting a vital business community.
- W-G7** A neighborhood south of N/NE 40th St. that reflects the residents' desire for a pedestrian-friendly neighborhood, with strong connections to the Wallingford Urban Village and to public spaces along the shoreline, while maintaining the viability of the existing marine-industrial and commercial activities.
- W-P30** Maintain the shoreline's marine industrial zoning in order to preserve the water-dependent use and the working waterfront character of the Wallingford shoreline.
- W-P31** Provide opportunities for small, pedestrian-oriented businesses in South Wallingford while preserving the economic vitality of existing businesses and opportunities for their reasonable redevelopment.
- W-P32** Pursue opportunities to provide public access between the residential community and the shoreline area.
- W-P33** Strive to preserve existing views of Lake Union and Downtown Seattle from viewpoints and parks.
- W-P34** Control impacts of regional traffic on South Wallingford's residential, commercial and recreational areas.
- W-P35** Work to enhance bicycle and pedestrian access between the upland portion of the neighborhood and the Burke-Gilman Trail and shoreline.

Attachment 4



Attachment 5
Urban Villages

UV25 Designate as hub urban villages areas that are generally consistent with the following criteria:

1. Zoning that allows a mix of uses to accommodate concentrations of employment and housing. ~~((It may be appropriate to limit the mix of uses in some areas to provide for concentrations of either employment or housing))~~.
2. Sufficient zoned capacity to accommodate a minimum of 25 jobs/acre and to accommodate a total of at least 2,500 jobs within ¼ mile of the village center.
3. The area presently supports, or can accommodate under current zoning, a concentration of residential development at 15 or more units/acre and a total of at least 1,800 housing units within ¼ mile of the village center.
4. Surroundings comprised primarily of residential areas that allow a mix of densities, and non-residential activities that support residential use.
5. A minimum of one-third (at least 20 acres) of the land area currently zoned to accommodate mixed-use ~~((and/))~~ or ~~((employment))~~ commercial activity.
6. A broad range of housing types and commercial and retail support services either existing or allowed under current zoning to serve a local, citywide, or regional market.
7. A strategic location in relation to both the local and regional transportation network, including:
 - a. ~~((A high level of t))~~ Transit service with a frequency of 15 minutes or less during peak hours, with direct access to at least one urban center, with the possibility of improved connections to future high capacity transit stations
 - b. Located on the principal arterial network, with c((€))onnections to regional transportation facilities
 - c. Routes accommodating goods movement
 - d. Convenient and direct, ((€))onnections to adjacent areas ~~((by))~~ for pedestrians and ~~((or))~~ bicyclists~~((e facilities))~~
8. Open space amenities, including:

- a. Direct access to either existing or potential public open spaces in the immediate vicinity
 - b. Accessibility to major open space resources in the general area via either existing or potential urban trails, boulevards, or other open space links, or anticipated major public investment in open space.
9. Opportunities for redevelopment because of a substantial amount of vacant or under-used land within the village.

UV29 Designate as residential urban villages areas that are generally consistent with the following criteria:

1. The area presently supports, or can accommodate under current zoning, a concentration ~~((and mix))~~ of residential development ~~((,))~~ at a density of at least 8 units per ((gross)) acre ((on average)), with a capacity to accommodate a total of at least 1,000 housing units within ¼ mile of the village center((, at a)) in small to moderate scale structures.
2. The area includes one or more centers of activity ~~((providing))~~ that provide or could provide commercial and retail support services to the surrounding area, including at least 10 acres of commercial zoning within the village boundaries.
3. The area is generally surrounded by single-family and/or lower-density multifamily areas.
4. The area is presently on the city's arterial network and is served by a transit route providing direct transit service to at least one urban center or hub village, with a peak-hour transit frequency of 15 minutes or less.
- ~~((4. A broad range of retail services to serve the residential population either already exists or can be accommodated in the area at a central location generally accessible on foot.))~~
5. The area has the opportunity to be connected by bicycle and/or pedestrian facilities to adjacent areas and nearby public amenities.
6. The area presently includes, or is adjacent to, open space available for public use, or opportunities exist to provide public open space in the future.

Attachment 6 Transportation Element

A. Building Urban Villages: Land Use and Transportation

Discussion: The development pattern described in the Urban Village Element of this Plan will shape the city's transportation facilities. In particular, transportation facility design will reflect the intended pedestrian nature of the urban centers and villages and the desire to connect these places with transit service. Because Seattle is a fully built city with a mature street system, the City uses a full range of non-single occupant vehicle transportation facilities to support the desired redevelopment pattern within Urban Villages. These facilities can help create the mixed-use, walkable, transit and bike-friendly centers that this Plan envisions. However, the City recognizes that auto and service access to property will remain important for accommodating growth in centers and villages.

Outside of urban centers and villages, the City will also look for appropriate transportation designs that align transportation facilities and services with adjacent land uses.

This Element contains references to the Transportation Strategic Plan (TSP), which is the functional plan developed to implement these policies.

The TSP:

- Establishes the Seattle Department of Transportation's (SDOT) near- and long-term work program.
- Defines the strategies, projects and programs to accomplish Comprehensive Plan goals and policies for transportation.
- Provides a central resource for planning tools and transportation-related data to use in developing future projects and programs.
- Outlines SDOT's financial plan, and describes the projects, programs and services that will be implemented through SDOT's budget over the next 20 years.
- Defines the process for determining funding priorities and leveraging project investments to meet multiple goals for SDOT and the community.
- Defines SDOT's performance goals.

The Comprehensive Plan will guide updates to the TSP.

B. Make the Best Use of the Streets We Have to Move People and Goods

Discussion: The City has a limited amount of street space, and is unlikely to expand this space significantly. To make the best use of existing rights-of-way for moving people and goods, the

City must allocate street space carefully among competing uses to further the City's growth management and transportation goals.

As guided below by this Plan, the Transportation Strategic Plan (TSP) will include detailed maps and descriptions of Seattle's street classifications. Street classifications define how a street should function to support movement of people, goods and services versus access to property. Street classifications provide the basis for determining how individual streets should be used and operated. The TSP also designates street types to further define streets by relating them to the adjacent land uses and their function for pedestrians, bicyclists, transit and freight. Street types enhance the citywide street classifications with more site-specific design guidance that balances the functional classification, adjacent land uses, and competing travel needs.

Attachment 7

Environment Element, Policy E7

E7 Control the impacts of noise, odor, ~~((and))~~ light, litter and graffiti in order to protect human health and the livability of the urban environment.

Attachment 8

Urban Village Appendix A

URBAN VILLAGE APPENDICES

Urban Village Appendix A:

GROWTH TARGETS FOR URBAN CENTERS, CENTER VILLAGES, MANUFACTURING/ INDUSTRIAL CENTERS, HUB URBAN VILLAGES, AND RESIDENTIAL URBAN VILLAGES

Center or Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing (2004)	Existing Density (HH/ Acre)	Growth Target (HH Growth)	2024 Density (Est.)	Existing (2002)	Existing Density (Jobs/ Acre)	Growth Target (Job Growth)	2024 Density (Est.)
Urban Centers & Center Villages									
Downtown Urban Center Total	952	15,700	16	10,000	27((28))	156,960	165	29,015	195
Beltown	220	8,640	39	4,700	61((63))	19,760	90	4,000	108
Chinatown/ International District	171	1,910	11	1,000	17((18))	5,080	30	2,000	41
Commercial Core	276	3,070	11	300	12((13))	103,790	376	10,000	412
Denny Triangle	143	1,290	9	3,000	30	18,020	126	9,515	193((189))
Pioneer Square ¹	142	790	6	1,000	13	10,310	73	3,500	97
First Hill/Capitol Hill Center Total	916	22,520	25	3,500	28((30))	37,940	41	4,600	46((47))
12 th Avenue	160	1,450	9	700	13((14))	4,040	25	700	30
Capitol Hill	397	12,250	31	1,000	33((35))	7,300	18	900	21
First Hill	228	6,020	26	1,200	32((33))	22,020	97	2,000	105
Pike/Pine	131	2,800	21	600	26((27))	4,580	35	1,000	43
Northgate Urban Center Total	411	3,490	8	2,500	15	11,030	27	4,220	37((38))
South Lake Union Urban Center Total	340	1,210	4	8,000	27((33))	19,690	58	16,000	105((135))
University Community Urban Center Total ²	758	6,850	9	2,450	12((11))	32,360	43	6,140	51((53))
Ravenna	123	1,400	11	450	15((14))	1,960	16	500	20

Center or Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing (2004)	Existing Density (HH/ Acre)	Growth Target (HH Growth)	2024 Density (Est.)	Existing (2002)	Existing Density (Jobs/ Acre)	Growth Target (Job Growth)	2024 Density (Est.)
									((21))
University District Northwest	287	5,230	18	2,000	<u>25</u> ((23))	6,170	21	2,640	<u>31</u> ((37))
Uptown Queen Anne Urban Center Total	297	4,580	15	1,000	<u>19</u> ((20))	15,570	52	1,150	56
Manufacturing/Industrial Centers									
Ballard- Interbay-Northend (BINMIC)	941	N/A	N/A	N/A	N/A	15,320	16	2,150	<u>19</u> ((18))
Duwamish	4,961	N/A	N/A	N/A	N/A	64,500	13	9,750	<u>15</u> ((14))
Hub Urban Villages									
Ballard	425	5,010	12	1,000	<u>14</u> ((15))	4,780	11	750	13
Bitter Lake Village	359	2,010	6	800	8	4,010	11	750	13
Fremont	215	2,170	10	500	<u>12</u> ((13))	6,430	30	800	34
Lake City	142	1,920	13	900	<u>20</u> ((24))	1,510	11	650	15
North Rainier	453	1,590	4	900	<u>5</u> ((6))	4,670	10	750	12
W. Seattle Junction	226	2,280	10	700	<u>13</u> ((14))	2,670	12	750	15
Residential Urban Villages									
23rd Ave @ S Jackson-Union	515	3,730	7	650	9	N/A	N/A	N/A	N/A
Admiral District	98	1,000	10	200	<u>12</u> ((13))	N/A	N/A	N/A	N/A
Aurora-Licton	327	2,740	8	500	10	N/A	N/A	N/A	N/A
Columbia City	313	1,750	6	800	8	N/A	N/A	N/A	N/A
Crown Hill	173	1,110	<u>6</u> ((14))	250	8	N/A	N/A	N/A	N/A
Eastlake	200	2,760	14	250	<u>15</u> ((16))	N/A	N/A	N/A	N/A
Green Lake	109	1,520	<u>14</u> ((16))	250	<u>16</u> ((17))	N/A	N/A	N/A	N/A
Greenwood/Phinn ey Ridge	94	1,500	<u>16</u> ((13))	400	<u>20</u> ((24))	N/A	N/A	N/A	N/A
Madison-Miller	145	1,930	<u>13</u> ((16))	500	17	N/A	N/A	N/A	N/A
MLK @ Holly Street	375	2,080	<u>6</u> ((10))	590	7	N/A	N/A	N/A	N/A

Center or Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing (2004)	Existing Density (HH/ Acre)	Growth Target (HH Growth)	2024 Density (Est.)	Existing (2002)	Existing Density (Jobs/ Acre)	Growth Target (Job Growth)	2024 Density (Est.)
Morgan Junction	114	1,090	10 (9)	200	11 (12)	N/A	N/A	N/A	N/A
North Beacon Hill	131	1,170	9 (6)	490	13 (12)	N/A	N/A	N/A	N/A
Rainier Beach	250	1,370	5 (26)	600	8	N/A	N/A	N/A	N/A
Roosevelt	158	1,260	8 (5)	250	10 (9)	N/A	N/A	N/A	N/A
South Park	263	1,030	4 (7)	250	5	N/A	N/A	N/A	N/A
Upper Queen Anne	53	1,446	27 (4)	200	31	N/A	N/A	N/A	N/A
Wallingford	257	2,520	10	400	12	N/A	N/A	N/A	N/A
Westwood-Highland Park	276	2,015	7	400	9	N/A	N/A	N/A	N/A
Seattle Total	53,535	268,000	5	47,000	6	480,000	9	84,000	11

- ¹ The Pioneer Square growth targets assume that the north football stadium parking lot and vacant floor area in existing structures are available to accommodate a substantial share of household and employment growth.
- ² The University of Washington campus is part of the University Community Urban Center, but is not a distinct urban village. These numbers includes jobs and housing on the University of Washington campus not reflected in Ravenna and the University District Northwest figures.

Urban Village Appendix B:

CITYWIDE OPEN SPACE AND RECREATION FACILITY GOALS

City Open Space	Goal	Area
Breathing Room Open Space	1 Acre per 100 residents	Citywide
Usable Open Space	¼ to ½ acre within ¼ to ½ mile of every resident	Areas outside Urban Villages
Recreation Facilities	Specific Goals for Recreation Facilities such as Community Centers, swimming pools and athletic fields are contained in the Parks Comprehensive Plan	Citywide, except as modified by Village Open Space and Recreation Goals

URBAN VILLAGE OPEN SPACE AND RECREATION FACILITY GOALS

Goal	Urban Center Villages	Hub Urban Villages	Residential Urban Villages
Urban Village Open Space Population-based Goals	One acre of Village Open Space per 1,000 households ((. For the Downtown Commercial Core)) and one acre of Village Open Space per 10,000 jobs in each urban center, or in the four contiguous urban centers that comprise the center city.	One acre of Village Open Space per 1,000 households.	Same as for Hub Urban Villages.
Urban Village Open Space Distribution Goals	All locations in the village within approximately 1/8 mile of Village Open Space.	Same as for Urban Center Villages.	For moderate and high density areas: All locations within 1/8 mile of a Village Open Space that is between 1/4- and 1-acre in size, or within 1/4 mile of a Village Open Space that is greater than 1 acre. For low density areas: all locations within 1/4 mile of any qualifying Village Open Space.
Qualifying Criteria for Village Open Space	Dedicated open spaces of at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities.	Same as for Urban Center Villages.	Same as for Urban Center and Hub Villages.
Village Commons, Recreation Facility and Community Garden Goals	At least one usable open space of at least one acre in size (Village Commons) where the existing and target households total 2,500 or more. (Amended 11/96). One indoor, multiple-use recreation facility serving each Urban Center. One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site.	At least one usable open space of at least one acre in size (Village Commons). One facility for indoor public assembly. Same as for Urban Center Villages.	At least one usable open space, of at least one acre in size (Village Commons), where overall residential density is ten households per gross acre or more. One facility for indoor public assembly in Villages with greater than 2,000 households. Same as for Urban Center and Hub Villages.